

GAO

Report to Congressional Requesters

August 2000

PRESIDENTIAL
TRAVEL

DOD Airlift Cost for
White House Foreign
Travel

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Abbreviations

DOD Department of Defense



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United States General Accounting Office
Washington, D.C. 20548

National Security and
International Affairs Division

B-285668

August 4, 2000

The Honorable Larry E. Craig
The Honorable Jeff Sessions
The Honorable Craig Thomas
The Honorable John Warner
The Honorable Jon Kyl
The Honorable James Inhofe
United States Senate

As you requested, we are providing information on the Department of Defense (DOD) costs for fixed-wing cargo airlift, passenger airlift, and aerial refueling for foreign trips by the President, Vice President, and First Lady and for White House-directed trips¹ from January 1997 through March 2000. This report is a follow-up to our September 1999 report, *Presidential Travel: Costs and Accounting for the President's 1998 Trips to Africa, Chile, and China* (GAO/NSIAD-99-164). The 1999 report shows that DOD costs—particularly those for fixed-wing cargo airlift, passenger airlift, and aerial refueling—accounted for most of the costs for the three presidential trips addressed in the report.

Foreign travel by the President, Vice President, First Lady, and other White House-directed travelers requires DOD airlift. Trips by the President sometimes may also require air refueling support. The Air Force's Air Mobility Command at Scott Air Force Base, Illinois, the air component of the U.S. Transportation Command with which it is collocated, provides both passenger and cargo airlift for White House travel and air refueling when necessary. The Air Force's 89th Airlift Wing (located at Andrews Air Force Base, Maryland), a unit under operational command of Air Mobility Command, provides worldwide passenger airlift for the President, Vice President, First Lady, and others traveling at the direction of the President. The Air Mobility Command assigns aircraft used for cargo airlift and air refueling from various air wings. Cargo airlifted could include vehicles and communications equipment, helicopters, and maintenance support personnel and equipment.

¹Other White House-directed travelers could include members of the President's cabinet, special envoys, or other dignitaries traveling at the request of the President.

A variety of aircraft are used in support of any given White House foreign trip. The number of aircraft used for each trip also varies. For example, passenger aircraft may include the VC-25, C-137, C-32, C-9, C-37, or C-20. Cargo and air refueling aircraft may include the C-5, C-141, C-17, C-130, KC-135, and the KC-10. More information about these aircraft is contained in appendix I.

Results in Brief

On the basis of the best available data, we estimate that DOD spent at least \$292 million to provide fixed-wing airlift and air refueling support for 159 White House foreign trips from January 1, 1997, through March 31, 2000. These costs are somewhat understated because DOD could not provide historical data on some aerial refueling missions and could not assure us that its information systems had captured complete mission data for some of the trips. These limitations are discussed in our scope and methodology section. We excluded from our analysis in-country aircraft support costs provided by military theater commanders because these mission records were not readily available. Air Force officials indicated the cost of this support was likely to be minimal relative to the total DOD airlift cost. We also did not include costs of other federal agencies' support for any of these trips, costs for some White House-directed trips that were classified, or costs of other aircraft used for the security of the President.

The President's 27 trips accounted for 85 percent of the total aircraft support cost, the Vice President's 8 trips accounted for 4 percent, the First Lady's 20 trips accounted for 4 percent, and the other 104 trips directed by the President accounted for the remaining 7 percent. Table 1 shows the estimated airlift and air refueling costs as well as the number of trips² taken by the President, Vice President, First Lady, and other White House-directed travelers.

²A single trip may encompass visits to multiple countries or cities.

Table 1: DOD's Fixed-wing Aircraft Support Costs for White House Foreign Trips, by Year

Dollars in millions

Calendar year		President	Vice President	First Lady	Other White House-directed	Total
1997	Trips	7	4	8	37	56
	Cost	\$42.3	\$7.0	\$4.3	\$8.8	\$62.4
1998	Trips	7	2	5	35	49
	Cost	\$91.4	\$3.2	\$2.7	\$5.0	\$102.3
1999	Trips	11	2	7	27	47
	Cost	\$62.6	\$2.3	\$5.1	\$5.2	\$75.2
2000 (3 months)	Trips	2	0	0	5	7
	Cost	\$50.6	0	0	\$1.9	\$52.5
Total	Trips	27	8	20	104	159
	Cost	\$246.9	\$12.5	\$12.1	\$20.9	\$292.4

Source: White House Military Office, 89th Airlift Wing, U.S. Transportation Command, and Office of Under Secretary of Defense (Comptroller), Air Force (Financial Management and Comptroller).

More detailed information on the type of aircraft used; the primary mission of the aircraft; the flight hours, hourly rate, the total number of missions by type of aircraft used; and cost information for each trip of the President, Vice President, and First Lady from January 1, 1997, through March 31, 2000, are contained in appendixes II through VII. Summary cost information for the same period for other White House-directed travelers is contained in appendix VIII.

Scope and Methodology

We examined DOD's fixed-wing costs for airlift and air refueling for the President, Vice President, First Lady, and other White House-directed foreign missions from January 1, 1997, through March 31, 2000. For this review, we defined missions as including one or more flight segments, such as a round trip flight to a foreign destination and a return flight to the home base. A mission may include multiple flight segments. However, the number of missions does not necessarily reflect the number of aircraft used because a given aircraft might have flown more than one mission.

To determine the exact dates, itineraries, and purposes of the President's foreign trips during the review period, we relied on Presidential Visits Abroad,³ prepared by the Special Projects Division, Office of the Historian, Bureau of Public Affairs, Department of State. Each trip listing contained a quick summary of the highlights of each visit, which we have included in appendixes II through V. To determine exact dates and itineraries for foreign trips of the Vice President, First Lady, or other White House travelers, we relied on the flight records provided to us by the 89th Airlift Wing, White House Military Office, and U.S. Transportation Command.

To determine the missions flown, flying hours, and type of aircraft used for passenger airlift for support of trips for the entire period, we used mission records from the 89th Airlift Wing. For January 1, 1997, through December 31, 1998, we used 89th Airlift Wing records from our previous assignment. These records were provided to us directly from the 89th Airlift Wing. For the later period, from January 1, 1999, through March 31, 2000, the White House Military Office provided us through the White House Counsel's Office with 89th Airlift Wing data.

To determine the missions flown, flying hours, and type of aircraft DOD used for cargo airlift in support of these trips, we interviewed Air Force and Transportation Command officials and obtained flight records. The Transportation Command maintained records for White House cargo airlift missions back to January 1, 1997. For 1998, 1999, and 2000 presidential trips, the Transportation Command provided us current data from its Tanker Airlift Control Center records. However, for the President's trips during fiscal year 1997 and for the Vice President's and the First Lady's trips for the entire period, Transportation Command officials needed to search their historical data for applicable missions, since the Command maintains only the 2 most recent fiscal years in its working database. We worked extensively with Transportation Command officials to reconcile 1998 and 1999 data from the historical database with the current data provided by the Tanker Airlift Control Center. Through this process, Command officials were able to refine the historical database to provide the most accurate and complete information possible for the period we reviewed. Despite their efforts to gather and refine the historical data for us, Transportation Command officials still could not assure us that every mission relating to each trip was included in their data.

³http://www.state.gov/www/about_state/history/prestravels.html.

To determine the missions flown, flying hours, and the type of aircraft used by DOD for air refueling, we interviewed Air Force and U.S. Transportation Command officials and obtained flight records. The Transportation Command was unable to provide aerial refueling records for presidential missions prior to October 1, 1997, because it did not separate these refueling missions from other refueling missions. Thus, our schedules do not include any aerial refueling costs prior to this date for presidential trips in 1997. For the same reason, the Transportation Command could not provide refueling data for any nonpresidential White House missions during the entire review period. However, DOD officials told us that aerial refueling is rarely used for nonpresidential trips.

Because DOD does not maintain a centralized database for White House travel costs, we had to calculate these costs using data from different sources. We combined aircraft, mission, and flight time data from both Transportation Command and 89th Airlift Wing records, manually matching the President's, Vice President's, and First Lady's trips by date and itinerary. We also included data for advance trips made by White House teams for planning, site selection, or equipment setup in preparation for subsequent White House foreign visits. All of the other White House-directed travel data came from 89th Airlift Wing records, so no manual matching was necessary for this category.

Once we had gathered and organized the flying hour data by trip and traveler, we multiplied flying hours by standard DOD cost reimbursement rates per flying hour to obtain total trip costs. The standard DOD rates include fuel costs, depot maintenance and repair costs, base operating costs, and temporary duty travel, but exclude personnel costs. Flying hour rates for the fixed-wing aircraft used by the 89th Airlift Wing—except for the President's aircraft, the VC-25—were published by the Office of the Under Secretary of Defense (Comptroller). Flying hour rates for cargo and air refueling aircraft were provided by the Transportation Command. Reimbursement rates differ for refueling aircraft, such as the KC-10 and KC-135, when they are used in an airlift role or in a purely refueling role. The reimbursement rate for refueling only is considerably lower than that for airlift because, according to Air Force officials, some costs elements, such as depot costs, are excluded from the refueling reimbursement rates. We used the higher airlift rate in only one case—the 1998 Africa trip (app. III, table 9). In all other instances, we used the lower reimbursement rates since the aircraft were being used only for refueling.

DOD does not publish flying hour cost reimbursement rates for the President's aircraft (VC-25). For our 1999 report on the President's trips to Africa, Chile, and China, the 1998 flying hour rate of \$34,400 was provided by the White House Military Office. For this review, Air Force headquarters personnel provided us equivalent flying hour costs for the President's plane for fiscal years 1997-2000. The rate for fiscal year 1998, \$56,800 per flying hour, is substantially higher than the \$34,400 rate that we used for our 1999 report on the Africa, China, and Chile trips. Air Force officials told us that support costs increased and total flying hours decreased from earlier budget estimates, resulting in higher flying hour rates. We have recalculated these trip costs using the higher rate provided by Air Force headquarters during the course of the current review.

We did not evaluate the need for any element of airlift or air refueling support provided for any of the travel covered. Also, we did not evaluate the underlying accounting systems or independently verify certain underlying data such as the flying hour rates used to calculate DOD's flying hour costs associated with the trips.

We conducted our review from January through July 2000 in accordance with generally accepted government auditing standards.

Agency Comments and Our Evaluation

In separate written comments on a draft of this report, the White House stated it had no comments on the report and the Department of Defense stated it had no objections to the report. Both provided technical comments, which we incorporated as appropriate. These are reprinted in appendixes IX and X.

As agreed with your office, unless you publicly announce the contents of this report earlier, we will not distribute it until 30 days from the date of this report. At that time, we will send copies of this report to appropriate congressional committees; Mr. John Podesta, the White House Chief of Staff, Executive Office of the President; and the Honorable William S. Cohen, the Secretary of Defense. We will also provide copies of this report to other interested parties upon request.

If you have any questions concerning this report, please call me on 202-512-5140 or William Solis on 202-512-8365. Gregory J. Symons was a major contributor to this report.

A handwritten signature in black ink, reading "Norman Rabkin". The signature is written in a cursive style with a large, stylized 'N' and 'R'.

Norman J. Rabkin
Director, National Security
Preparedness Issues

Airlift and Refueling Aircraft Used for White House Foreign Travel

A variety of military fixed-wing aircraft are used in support of White House foreign travel. For foreign travel by the President, Vice President, and First Lady, both passenger and cargo aircraft are used. Also, many of the President's trips are supported by air refueling aircraft. Other White House directed travelers' trips usually require only passenger aircraft for foreign travel.

The U.S. Air Force's Air Mobility Command provides most of the Department of Defense's (DOD) fixed-wing passenger and cargo airlift services as well as air refueling for White House foreign travel.¹ To carry out its passenger missions for White House foreign travel for the trips in this report, DOD used the VC-25,² the C-137, the C-32, the C-9, the C-37, and the C-20. The equivalent civilian variants of these aircraft are the Boeing 747, the Boeing 707, the Boeing 757, the McDonnell Douglas DC-9, the Gulfstream V, and the Gulfstream III, respectively. To carry cargo for these trips, DOD used the C-5, the C-141, the C-130, and the C-17. For air refueling, DOD used the KC-10 and the KC-135. The KC-10 is also used for transporting cargo. Figures 1 to 12 show these aircraft.

¹In-theater military commanders may provide some airlift support. Costs for this support are not included in this report.

²The VC-25 is used only by the President.

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The VC-25 provides passenger transport for the President (see fig. 1). The Air Force has two of these aircraft. Other than the number of passengers carried, the principal differences between the VC-25 and the standard Boeing 747 are the electronic and communications equipment, interior configurations and furnishings, and the capability for in-flight air refueling.

Figure 1: VC-25



Source: Air Force.

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The C-137, first placed into service in the early 1960s, was originally used to transport the President (see fig. 2). In 1990, the VC-25 replaced it, but the C-137 is still sometimes used by the Vice President, First Lady, and other high ranking officials. Only one remains in the Air Force's inventory.

Figure 2: C-137 Aircraft



Source: Air Force.

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The C-32 (see fig. 3), placed into service in early 1998, is replacing the C-137. The C-32s, which are modified Boeing 757s, have transported the Vice President, First Lady, and others.

Figure 3: C-32 Aircraft



Source: Air Force.

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The C-9 is a modified version of the McDonnell Douglas DC-9 (see fig. 4). It has been used to transport the President, Vice President, First Lady and others.

Figure 4: C-9 Aircraft

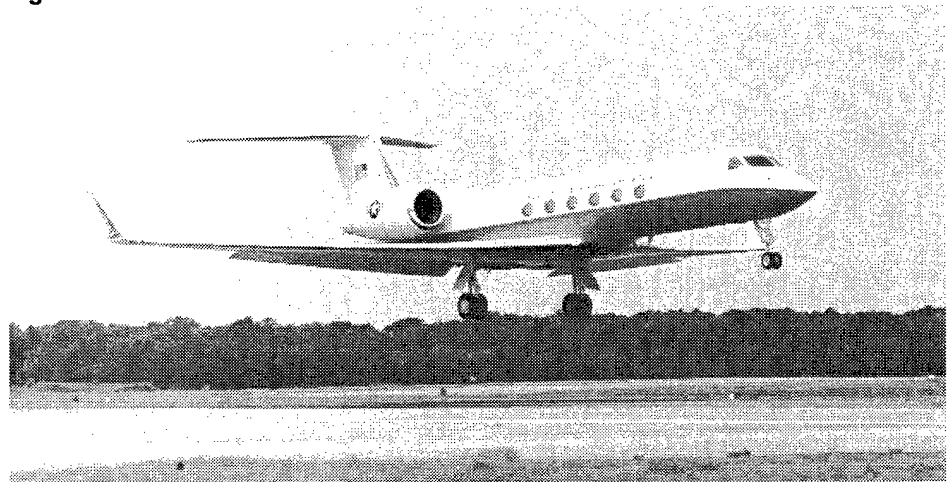


Source: Air Force.

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The C-37 was placed into service in October 1998. The C-37 is the military version of the Gulfstream V (see fig. 5). The C-37 resembles the C-20 but is 13 feet longer and, according to the Air Force, has a more advanced avionics package and greater performance capabilities.

Figure 5: C-37 Aircraft

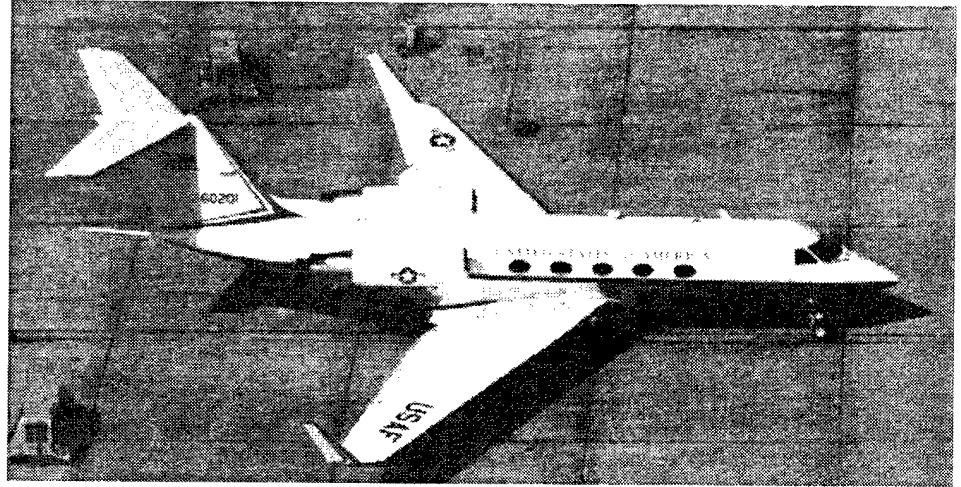


Source: Air Force.

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The C-20 aircraft is a twin engine turbofan aircraft (see fig. 6). It is a modified Gulfstream III.

Figure 6: C-20 Aircraft

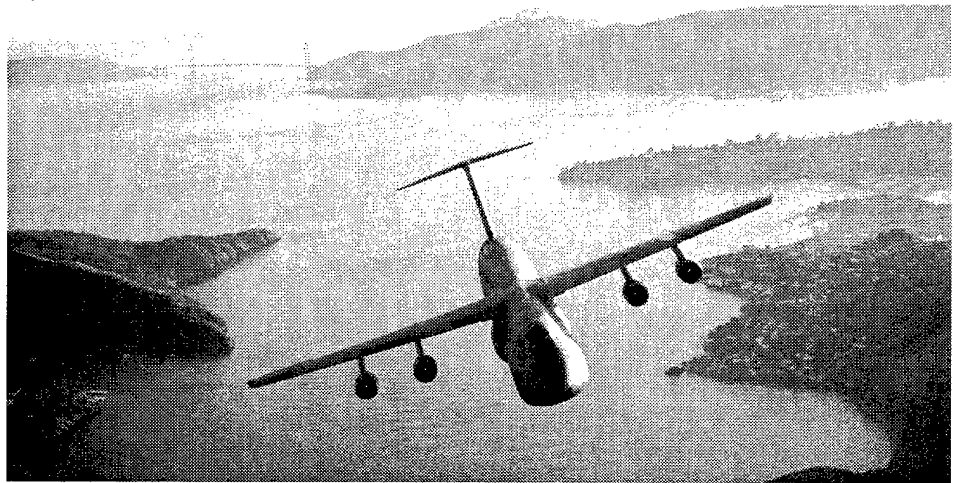


Source: Air Force.

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The C-5 is one of the largest aircraft in the world (see fig. 7). It can carry 291,000 pounds of cargo.

Figure 7: C-5 Aircraft



Source: Air Force.

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The C-141 fills many DOD airlift requirements. The modified C-141s can carry 68,000 pounds of cargo for 2,270 nautical miles without refueling (see fig. 8). The C-141 fleet is being replaced by the C-17.

Figure 8: C-141 Aircraft

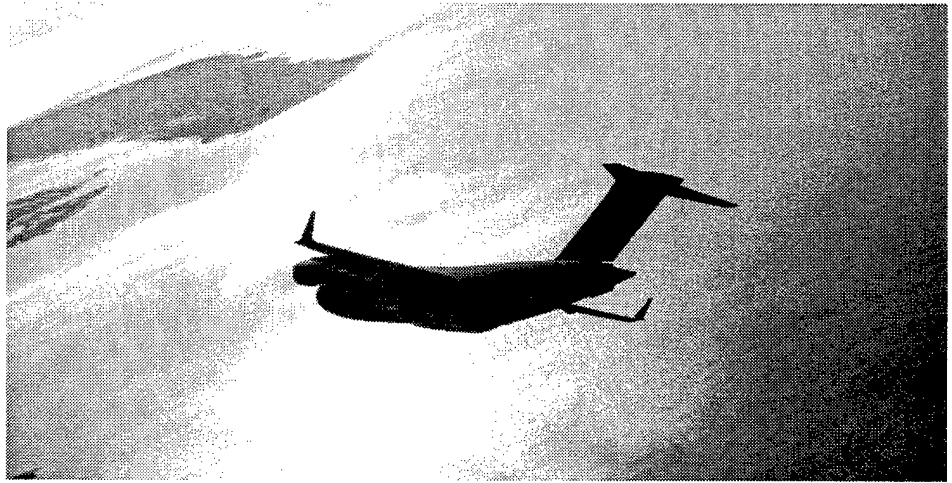


Source: Air Force.

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The C-17 (see fig. 9) is the newest cargo aircraft to enter the airlift force. The C-17 can carry 160,000 pounds of cargo for 2,400 nautical miles without refueling. The C-17 will become the primary military airlift aircraft once it replaces the C-141s.

Figure 9: C-17 Aircraft

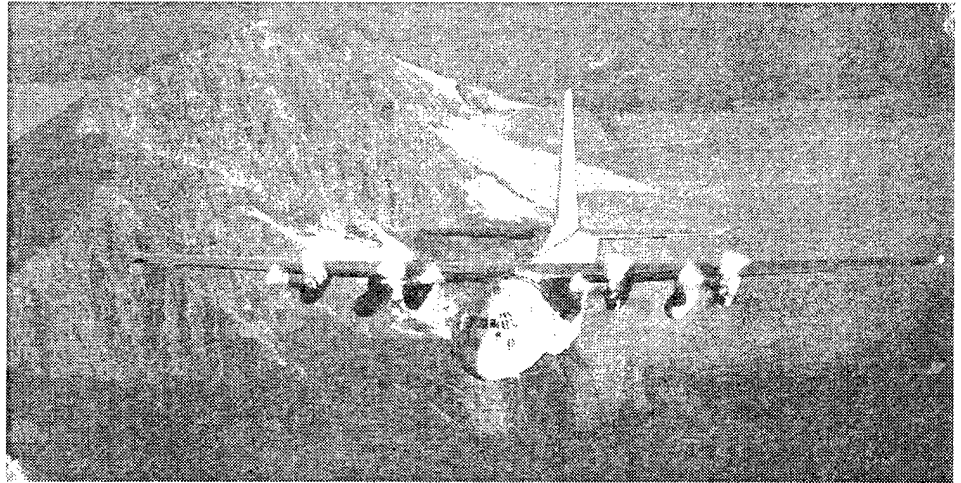


Source: Air Force.

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The C-130 performs the tactical portion of the airlift mission (see fig. 10). It comes in a variety of versions with differing range and payload. In its airlift role, it can carry up to 92 combat troops or 6 pallets of cargo.

Figure 10: C-130 Aircraft

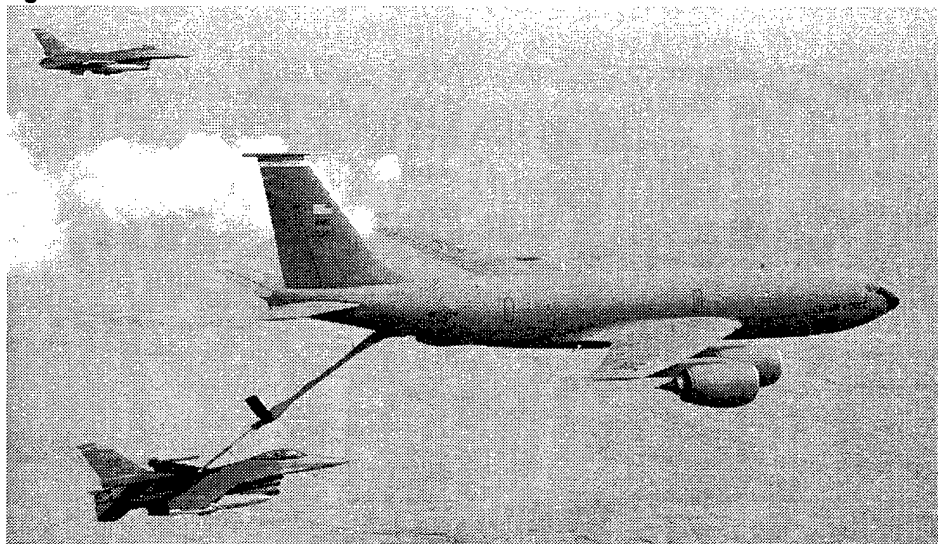


Source: Air Force

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The KC-135's principal mission is air refueling (see fig. 11). The KC-135 can carry 150,000 pounds of fuel for 1,500 nautical miles. A cargo deck above the refueling system can hold a mixed load of passengers and cargo.

Figure 11: KC-135 Aircraft

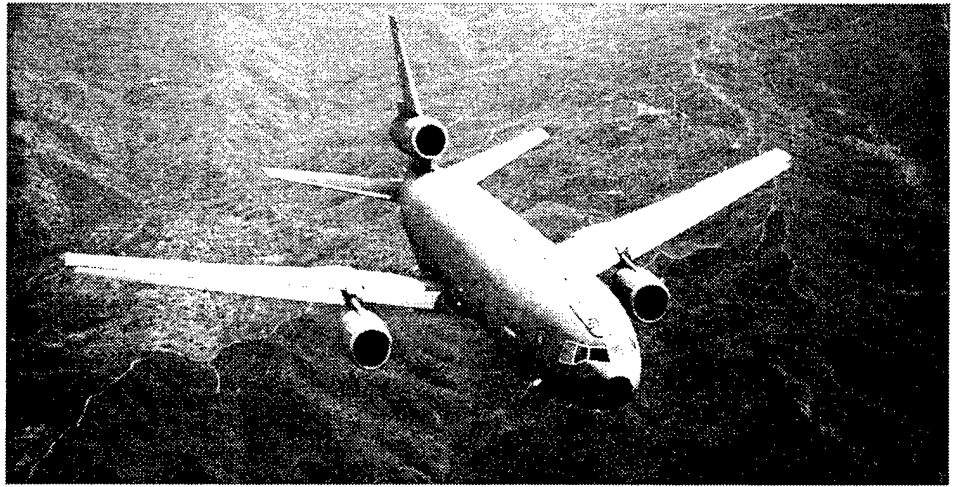


Source: Air Force.

Appendix I
Airlift and Refueling Aircraft Used for White
House Foreign Travel

The KC-10 performs tanker and cargo missions (see fig. 12). The KC-10 has a fuel capacity of 365,000 pounds, or it can transport up to 75 people and nearly 170,000 pounds of cargo a distance of about 4,400 miles without refueling.

Figure 12: KC-10 Aircraft



Source: Air Force.

DOD Fixed-wing Aircraft Support Costs for the President's Foreign Trips in 1997

Tables 2-8 contain details about each of the President's foreign trips in 1997, including the type of aircraft used, number of aircraft missions, and total estimated DOD fixed-wing aircraft support costs. Although we reviewed the President's trips by calendar year, we calculated the total mission costs based on flying hour rates for the fiscal year (Oct. 1-Sept. 30) because that is when DOD recalculates the rates. Thus, the rates in the tables change, depending on the time of the year of the trip. The President took seven foreign trips in 1997, and the estimated cost of DOD fixed-wing aircraft support was \$42.3 million. Prior to October 1, 1997, aerial refueling data was not available; thus, trips shown in tables 2 through 5 do not include possible additional aerial refueling costs.

His first trip was a March 20-21, 1997, visit to Finland that included a summit meeting with the Russian President and a meeting with Finland's President. Estimated costs for the Finland trip are shown in table 2.

Table 2: DOD Fixed-wing Aircraft Support Costs for President's Trip to Finland

Aircraft model	Primary mission	Missions flown	Flight hours	Flying hour rate	Mission cost
VC-25	Passengers	2	33.6	\$39,800	\$1,337,280
C-5	Cargo	7	144.2	10,729	1,547,122
C-141	Cargo	3	45.0	4,553	204,885
Total		12	222.8		\$3,089,287

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's second foreign trip in 1997 was to Mexico, Costa Rica, and Barbados on May 5-11. In Mexico, the President conducted a state visit. In Costa Rica, he attended a summit meeting of the presidents of the Central American Republics. In Barbados, he attended a U.S.-Caribbean community summit meeting. Estimated costs for this trip are shown in table 3.

Appendix II
DOD Fixed-wing Aircraft Support Costs for
the President's Foreign Trips in 1997

Table 3: DOD Fixed-wing Aircraft Support Costs for President's Trip to Mexico, Costa Rica, and Barbados

Aircraft model	Primary mission	Missions flown	Flight hours	Flying hour rate	Mission cost
VC-25	Passengers	1	13.4	\$39,800	\$533,320
C-137C	Passengers	2	46.3	10,300	476,890
C-5	Cargo	19	254.8	10,729	2,733,749
C-141	Cargo	2	28.1	4,553	127,939
C-130	Cargo	2	40.7	3,381	137,607
Total		26	383.3		\$4,009,505

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's third trip in 1997 was to France, the Netherlands, and the United Kingdom on May 26-29. In France, the President attended the signing of the North Atlantic Treaty Organization-Russia Founding Act; in the Netherlands, he attended a U.S.-European Union summit meeting and commemorated the 50th anniversary of the Marshall Plan; and in the United Kingdom, he met with the Prime Minister and attended a cabinet meeting. Estimated costs for this trip are shown in table 4.

Table 4: DOD Fixed-wing Aircraft Support Costs for President's Trip to France, the Netherlands, and the United Kingdom

Aircraft model	Primary mission	Missions flown	Flight hours	Flying hour rate	Mission cost
VC-25	Passengers	2	28.2	\$39,800	\$1,122,360
C-5	Cargo	15	254.4	10,729	2,729,458
C-141	Cargo	2	22.7	4,553	103,353
Total		19	305.3		\$3,955,171

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President took his fourth trip in 1997 to Spain, Poland, Romania, and Denmark on July 4-12. In Spain, the President vacationed with the King and attended a North Atlantic Treaty Organization summit meeting; in Poland, he met with the current and former Presidents; in Romania, he met with the

Appendix II
DOD Fixed-wing Aircraft Support Costs for
the President's Foreign Trips in 1997

President and political leaders; and in Denmark he met with the Queen and the Prime Minister. Estimated costs for this trip are shown in table 5.

Table 5: DOD Fixed-wing Aircraft Support Costs for President's Trip to Spain, Poland, Romania, and Denmark

Aircraft model	Primary mission	Missions flown	Flight hours	Flying hour rate	Mission cost
VC-25	Passengers	1	22.6	\$39,800	\$899,480
C-137B	Passengers	1	20.4	10,300	210,120
C-5	Cargo	22	374.1	10,729	4,013,719
C-141	Cargo	4	57.8	4,553	263,163
Total		28	474.9		\$5,386,482

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President took his fifth 1997 trip to Venezuela, Brazil, and Argentina on October 12-18. In Venezuela, he met with the President; in Brazil and Argentina, he met with the President of each country and delivered several public addresses. Estimated costs for this trip are shown in table 6.

Table 6: DOD Fixed-wing Aircraft Support Costs for President's Trip to Venezuela, Brazil, and Argentina

Aircraft model	Primary mission	Missions flown	Flight hours	Flying hour rate	Mission cost
VC-25	Passengers	2	53.2	\$56,800	\$3,021,760
C-137B	Passengers	1	31.1	9,935	308,979
C-5	Cargo	45	1,046.2	12,605	13,187,351
C-141	Cargo	12	287.6	5,349	1,538,372
C-130	Cargo	3	99.0	3,972	393,228
KC-10	Aerial refueling	1	4.6	3,063	14,090
KC-135	Aerial refueling	17	119.3	2,075	247,548
Total		81	1,641.0		\$18,711,328

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

Appendix II
DOD Fixed-wing Aircraft Support Costs for
the President's Foreign Trips in 1997

The President took his sixth 1997 foreign trip to Canada on November 23-25. In Canada, he attended an Asia Pacific Economic Cooperation summit meeting. Estimated costs for this trip are shown in table 7.

Table 7: DOD Fixed-wing Aircraft Support Costs for President's Trip to Canada

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	20.7	\$56,800	\$1,175,760
C-5	Cargo	6	74.8	12,605	942,854
Total		8	95.5		\$2,118,614

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President took his seventh and final 1997 foreign trip to Italy and Bosnia on December 22. In Italy, he stopped at Aviano Air Base en route to and from Bosnia. In Bosnia, he met with the President and visited U.S. military personnel. Estimated costs for this trip are shown in table 8.

Table 8: DOD Fixed-wing Aircraft Support Costs for President's Trip to Italy and Bosnia

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	33.6	\$56,800	\$1,908,480
C-5	Cargo	6	79.9	12,605	1,007,140
C-141	Cargo	12	149.2	5,349	798,071
C-17	Cargo	11	184.2	7,025	1,294,005
Total		31	446.9		\$5,007,696

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

DOD Fixed-wing Aircraft Support Costs for the President's Foreign Trips in 1998

Tables 9-15 contain details about each of the President's foreign trips in 1998, including the type of aircraft used, numbers of aircraft missions, and total estimated DOD fixed-wing aircraft support costs. The President took seven foreign trips in 1998, and the estimated cost of DOD fixed-wing aircraft support was \$91.4 million.

The President's first 1998 trip was to Africa from March 22 through April 2.¹ In Ghana, he conducted a state visit with the President and visited a Peace Corps project; in Uganda, he participated in a summit of African leaders meeting with the Presidents of Uganda, Ethiopia, Rwanda, Tanzania, Kenya, and the Congo; in Rwanda, he met with the President and delivered a public address on conflict resolution and human rights; in South Africa, he conducted a state visit and addressed a joint session of Parliament; in Botswana, he participated in a bilateral meeting with the President and visited Chobe National Park; and in Senegal, he met with the President, visited Senegalese peacekeeping troops, and delivered several public addresses. Estimated costs for the trip are shown in table 9.

Table 9: DOD Fixed-wing Aircraft Support Costs for President's Trip to Ghana, Uganda, Rwanda, South Africa, Botswana, and Senegal

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	1	38.0	\$56,800	\$2,158,400
C-137	Passengers	2	77.5	9,935	769,963
C-20B	Passengers	1	40.7	3,253	132,397
C-9A	Passengers	1	46.5	2,005	93,233
C-9C	Passengers	1	48.7	4,092	199,280
KC-135	Cargo	8	104.4	4,051	422,924
C-141	Cargo	19	568.4	5,349	3,040,372
C-5	Cargo	66	1,975.6	12,605	24,902,438
C-17	Cargo	5	116.4	7,025	817,710
KC-10	Aerial refueling	6	35.8	3,063	109,655
KC-135	Aerial refueling	104	456.9	2,075	948,068
Total		214	3,508.9		\$33,594,440

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

¹See *Presidential Travel*: (GAO/NSIAD-99-164, Sept. 21, 1999).

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The President's second trip in 1998 was to Chile on April 16-19.² In Chile, he conducted a State visit and attended the second summit meeting of the Americas. Estimated costs for the trip are shown in table 10.

Table 10: DOD Fixed-wing Aircraft Support Costs for President's Trip to Chile

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	1	18.5	\$56,800	\$1,050,800
C-137C	Passengers	1	20.0	9,935	198,700
C-9C	Passengers	1	27.6	4,092	112,939
C-141	Cargo	4	73.5	5,349	393,152
C-5	Cargo	20	503.9	12,605	6,351,660
KC-135	Aerial refueling	9	73.4	2,075	152,305
Total		36	716.9		\$8,259,556

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's third foreign trip for 1998 was the May 12-18 visit to Germany, the United Kingdom, and Switzerland. In Germany, he met with the Chancellor and commemorated the 50th anniversary of the Berlin airlift; in the United Kingdom, he attended a G-8 economic summit and U.S.-European Union summit; and in Switzerland, he attended a World Trade Organization meeting. Estimated costs for the trip are shown in table 11.

²See *Presidential Travel*: (GAO/NSIAD-99-164, Sept. 21, 1999).

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Table 11: DOD Fixed-wing Aircraft Support Costs for President's Trip to Germany, the United Kingdom, and Switzerland

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	1	19.2	\$56,800	\$1,090,560
C-137C	Passengers	1	21.1	9,935	209,629
C-141	Cargo	5	42.4	5,349	226,798
C-5	Cargo	30	416.9	12,605	5,255,025
Total		37	499.6		\$6,782,012

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's fourth trip in 1998 was to China for a state visit, June 25 through July 3.³ Estimated costs for the trip are shown in table 12.

Table 12: DOD Fixed-wing Aircraft Support Costs for President's Trip to China

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	1	39.2	\$56,800	\$2,226,560
C-137C	Passengers	3	113.5	9,935	1,127,623
C-5	Cargo	33	808.2	12,605	10,187,361
C-141	Cargo	3	18.3	5,349	97,887
KC-135	Aerial refueling	7	38.2	2,075	79,265
Total		47	1,017.4		\$13,718,696

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's fifth 1998 foreign trip was to Russia, the United Kingdom, and Ireland on September 1-5. In Russia, the President attended a summit meeting with President Yeltsin; in the United Kingdom, he met with the Prime Minister and Northern Ireland political leaders and addressed the Northern Ireland Assembly; and in Ireland, he met with the Prime Minister

³See *Presidential Travel*: (GAO/NSIAD-99-164, Sept. 21, 1999)

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and delivered public addresses. Estimated costs for this trip are shown in table 13.

Table 13: DOD Fixed-wing Aircraft Support Costs for President's Trip to Russia, United Kingdom, and Ireland

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	39.1	\$56,800	\$2,220,880
C-137C	Passengers	1	14.1	9,935	140,084
C-141	Cargo	3	75.8	5,349	405,454
C-5	Cargo	24	349.2	12,605	4,401,666
KC-135	Aerial refueling	1	2.4	2,075	4,980
Total		31	480.6		\$7,173,064

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's sixth foreign trip for 1998 was to Japan and Korea on November 19-22. In Japan he met with the Emperor and Prime Minister and addressed the American Chamber of Commerce; and in Korea, he met with the President and addressed U.S. military personnel. Estimated costs for this trip are shown in table 14.

Table 14: DOD Fixed-wing Aircraft Support Costs for President's Trip to Japan and Korea

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	97.6	\$49,900	\$4,870,240
C-141	Cargo	8	121.7	5,170	629,189
C-5	Cargo	32	678.1	13,497	9,152,316
C-130	Cargo	1	3.1	3,839	11,901
KC-10	Aerial refueling	3	24.8	2,866	71,077
KC-135	Aerial refueling	21	121.7	2,233	271,756
Total		67	1,047.0		\$15,006,479

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

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The President's seventh and final foreign trip for 1998 was to Israel and the Palestinian Authority on December 12-15. In Israel, he met with the Prime Minister and senior Israeli officials; and in the Palestinian Authority, he addressed the Palestine National Council and attended a meeting with Prime Minister Netanyahu and Chairman Arafat. Estimated costs for this trip are shown in table 15.

Table 15: DOD Fixed-wing Aircraft Support Costs for President's Trip to Israel and Palestinian Authority

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	1	21.3	\$49,900	\$1,062,870
C-137C	Passengers	1	23.8	10,780	256,564
C-141	Cargo	3	80.8	5,170	417,736
C-5	Cargo	15	381.4	13,497	5,147,756
Total		20	507.3		\$6,884,926

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

DOD Fixed-wing Aircraft Support Costs for the President's Foreign Trips in 1999

Tables 16-26 contain details about each of the President's foreign trips in 1999, including the type of aircraft used, numbers of aircraft missions, and total estimated DOD fixed-wing aircraft support costs for each trip. The President took 11 foreign trips in 1999, and the estimated cost of DOD fixed-wing aircraft support was \$62.6 million.

The President's first 1999 foreign trip was to Jordan on February 8 to attend the funeral of King Hussein. Estimated costs for this trip are shown in table 16.

Table 16: DOD Fixed-wing Aircraft Support Costs for President's Trip to Jordan

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	46.0	\$49,900	\$2,295,400
C-141	Cargo	4	61.7	5,170	318,989
C-17	Cargo	6	93.4	6,789	634,093
KC-135	Aerial refueling	3	16.8	2,233	37,514
Total		15	217.9		\$3,285,996

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's second foreign trip in 1999 was to Mexico on February 14-15 to conduct a state visit. Estimated costs for this trip are shown in table 17.

Table 17: DOD Fixed-wing Aircraft Support Costs for President's Trip to Mexico

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	11.3	\$49,900	\$563,870
C-141	Cargo	2	8.8	5,170	45,496
C-17	Cargo	12	98.3	6,789	667,359
C-130	Cargo	2	24.8	3,839	95,207
Total		18	143.2		\$1,371,932

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

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The President's third foreign trip in 1999 was to Central America on March 8-11. In Nicaragua, he discussed reconstruction aid with the President; in Honduras, he discussed reconstruction aid with the Honduran President and addressed U.S. troops; in El Salvador, he addressed the Legislative Assembly; and in Guatemala, he attended a Central American summit. Estimated costs for this trip are shown in table 18.

Table 18: DOD Fixed-wing Aircraft Support Costs for President's Trip to Nicaragua, Honduras, El Salvador, and Guatemala

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	1	9.4	\$49,900	\$469,060
C-20C	Passengers	1	11.5	4,076	46,874
C-137C	Passengers	1	8.6	10,780	92,708
C-141	Cargo	2	30.1	5,170	155,617
C-17	Cargo	29	255.6	6,789	1,735,268
C-130	Cargo	5	85.5	3,839	328,235
C-5	Cargo	8	93.7	13,497	1,264,669
Total		47	494.4		\$4,092,431

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's fourth foreign trip in 1999 was to Belgium and Germany on May 4-6. In Belgium, he discussed the Kosovo conflict with North Atlantic Treaty Organization officials; and in Germany, he met with the Chancellor, Kosovo refugees, and U.S. military personnel. Estimated costs for this trip are shown in table 19.

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Table 19: DOD Fixed-wing Aircraft Support Costs for President's Trip to Belgium and Germany

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	1	16.5	\$49,900	\$823,350
C-137C	Passengers	1	16.6	10,780	178,948
C-141	Cargo	2	25.5	5,170	131,835
C-5	Cargo	20	359.8	13,497	4,856,221
Total		24	418.4		\$5,990,354

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's fifth foreign trip in 1999 was to Switzerland, France, Germany, Slovenia, Macedonia, and Italy on June 16-22. In Switzerland, he met with the President and addressed an International Labor Organization conference; in France, he discussed Kosovo peacekeeping with the President and the Prime Minister; in Germany, he attended a G-8 economic summit meeting; in Slovenia, he met with the President and the Prime Minister and also with the President of Montenegro; in Macedonia, he met with the President, addressed Kosovar refugees, and addressed North Atlantic Treaty Organization military personnel; and in Italy, he addressed U.S. military personnel. Estimated costs for this trip are shown in table 20.

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Table 20: DOD Fixed-wing Aircraft Support Costs for President's Trip to Switzerland, France, Germany, Slovenia, Macedonia, and Italy

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	1	18.6	\$49,900	\$928,140
C-137C	Passengers	1	20.3	10,780	218,834
C-20C	Passengers	1	21.4	4,076	87,226
C-141	Cargo	5	58.8	5,170	303,996
C-5	Cargo	25	414.2	13,497	5,590,457
C-17	Cargo	9	142.0	6,789	964,038
Total		42	675.3		\$8,092,691

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's sixth foreign trip in 1999 was to Morocco on July 25. In Morocco, he attended the funeral of King Hassan and met with the Palestinian Authority President and the Israeli Prime Minister. Estimated costs for this trip are shown in table 21.

Table 21: DOD Fixed-wing Aircraft Support Costs for President's Trip to Morocco

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	29.6	\$49,900	\$1,477,040
C-141	Cargo	1	22.9	5,170	118,393
C-5	Cargo	3	36.9	13,497	498,039
C-17	Cargo	1	15.9	6,789	107,945
Total		7	105.3		\$2,201,417

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's seventh foreign trip in 1999 was to Bosnia on July 29-30, where he attended a stability pact leaders conference in Sarajevo. Estimated costs for this trip are shown in table 22.

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Table 22: DOD Fixed-wing Aircraft Support Costs for President's Trip to Bosnia

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	32.3	\$49,900	\$1,611,770
C-141	Cargo	3	25.7	5,170	132,869
C-5	Cargo	9	162.4	13,497	2,191,913
C-17	Cargo	11	140.3	6,789	952,497
Total		25	360.7		\$4,889,049

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's eighth foreign trip in 1999 was to New Zealand on September 11-15. There, he conducted a state visit and attended the Asia Pacific economic cooperation leaders meeting. Estimated costs for this trip are shown in table 23.

Table 23: DOD Fixed-wing Aircraft Support Costs for President's Trip to New Zealand

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	70.6	\$49,900	\$3,522,940
C-20	Passengers	1	46.0	4,076	187,496
C-141	Cargo	6	102.3	5,170	528,891
C-5	Cargo	28	747.9	13,497	10,094,406
C-130	Cargo	25	150.9	3,839	579,305
KC-10	Aerial refueling	12	43.4	2,866	124,384
KC-135	Aerial refueling	15	115.5	2,233	257,912
Total		89	1,276.6		\$15,295,334

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's ninth foreign trip in 1999 was to Canada on October 7-8. There, he met with the Prime Minister and the Premier of Quebec, attended a federalism conference, and dedicated a new embassy building. Estimated costs for this trip are shown in table 24.

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Table 24: DOD Fixed-wing Aircraft Support Costs for President's Trip to Canada

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	1	3.5	\$54,100	\$189,350
C-141	Cargo	1	11.4	5,074	57,844
C-17	Cargo	5	13.0	6,664	86,632
Total		7	27.9		\$333,826

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's 10th foreign trip in 1999 was to Norway on November 1-2. There, he conducted a state visit, attended a commemorative ceremony for former Israeli Prime Minister Rabin, and discussed the Chechnya crisis with the Russian Prime Minister. Estimated costs for this trip are shown in table 25.

Table 25: DOD Fixed-wing Aircraft Support Costs for President's Trip to Norway

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	30.1	\$54,100	\$1,628,410
C-141	Cargo	2	20.7	5,074	105,032
C-5	Cargo	3	40.2	14,598	586,840
C-17	Cargo	2	24.1	6,664	160,602
Total		9	115.1		\$2,480,884

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The President's 11th and final foreign trip in 1999 was to Turkey, Greece, Italy, Bulgaria, Serbia, Montenegro, and Kosovo on November 15-23. In Turkey, he conducted a state visit and attended the summit meeting of the Organization for Security and Cooperation in Europe; in Greece, he conducted a state visit and met with the Prime Minister; in Italy, he attended a conference on progressive governance for the 21st century; and in Bulgaria, he met with the President and the Prime Minister. In the remaining locations, he met with the Kosovar Transitional Council, and addressed the Albanian community, and U.S. military personnel. Estimated costs for this trip are shown in table 26.

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Table 26: DOD Fixed-wing Aircraft Support Costs for President's Trip to Turkey, Greece, Italy, Bulgaria, Serbia, Montenegro, and Kosovo

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	51.0	\$54,100	\$2,759,100
C-20C	Passengers	1	29.0	3,705	107,445
C-141	Cargo	6	110.9	5,074	562,707
C-5	Cargo	20	382.0	14,598	5,576,436
C-17	Cargo	45	654.8	6,664	4,363,587
C-130	Cargo	9	72.8	3,768	274,310
KC-10	Aerial refueling	13	91.0	2,921	265,811
KC-135	Aerial refueling	38	292.4	2,255	659,362
Total		134	1,683.9		\$14,568,758

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

DOD Fixed-wing Aircraft Support Costs for the President's Foreign Trips in 2000

Tables 27-29 contain details about each of the President's foreign trips in 2000 (Jan. 1 through Mar. 31), including the type of aircraft used, number of aircraft missions, and total estimated DOD fixed-wing aircraft support costs for each trip. The President took two foreign trips in the first quarter of 2000, and DOD incurred costs to transport cargo for a Burundi peace conference in which the President participated by video. The conference was held in Tanzania. Estimated DOD fixed-wing aircraft support costs for the two trips plus the video conference totaled \$50.6 million.

The President's first foreign trip in 2000 was to Switzerland on January 29 to address the World Economic Forum. Estimated costs for this trip are shown in table 27.

Table 27: DOD Fixed-wing Aircraft Support Costs for President's Trip to Switzerland

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	30.0	\$54,100	\$1,623,000
C-141	Cargo	3	37.8	5,074	191,797
C-5	Cargo	10	114.3	14,598	1,668,551
C-17	Cargo	1	22.8	6,664	151,939
Total		16	204.9		\$3,635,287

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

On February 22 the President participated in a video conference for the Burundi peace conference. The aircraft costs listed in table 28 represent the costs for transporting video equipment to Tanzania for the conference.

Table 28: DOD Fixed-wing Aircraft Support Costs for Tanzania Video Conference

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
C-141	Cargo	3	98.5	\$5,074	\$499,789

Source: Transportation Command and Office of the Under Secretary of Defense (Comptroller).

The President's second trip in 2000 was to India, Bangladesh, Pakistan, Oman, and Switzerland on March 19-29. In India, he met with the President, signed a joint statement on energy and the environment, and addressed the Indian Parliament; in Bangladesh, he met with the President and the Prime Minister; in Pakistan, he met with the President and the Commanding General and delivered a radio address; in Oman, he met with the Sultan en route to Switzerland; and in Switzerland, he met with the President of Syria. Estimated costs for this trip are shown in table 29.

Table 29: DOD Fixed-wing Aircraft Support Costs for President's Trip to India, Bangladesh, Pakistan, Oman, and Switzerland

Aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
VC-25	Passengers	2	70.2	\$54,100	\$3,797,820
C-20	Passengers	1	45.8	3,705	169,689
C-141	Cargo	5	177.5	5,074	900,635
C-5	Cargo	47	1,392.4	14,598	20,326,255
C-17	Cargo	94	2,637.2	6,664	17,574,300
KC-10	Aerial refueling	64	237.9	2,921	694,906
KC-135	Aerial refueling	196	1,344.2	2,255	3,031,171
Total		409	5,905.2		\$46,494,776

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

DOD Fixed-wing Aircraft Support Costs for the Vice President's Foreign Trips, 1997 Through March 31, 2000

The Vice President took eight foreign trips from January 1, 1997, through March 31, 2000: four in 1997, two in 1998, and two in 1999. According to White House Military Office Officials, he took no foreign trips in 2000 through the end of March. In 1997, the Vice President took four foreign trips at an estimated cost of \$7 million to the following locations: South Africa, China, Russia, and Japan. Estimated costs for these four trips are shown in table 30.

Table 30: DOD Fixed-wing Aircraft Support Costs for Vice President's Foreign Trips in 1997

Trip location and aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
South Africa—February 1997					
C-137C	Passengers	1	35.2	\$10,300	\$362,560
C-141	Cargo	18	441.1	4,553	2,008,328
Total		19	476.3		\$2,370,888
China—March 1997					
C-137C	Passengers	1	39.2	\$10,300	\$403,760
C-5	Cargo	6	112.8	10,729	1,210,231
C-141	Cargo	5	175.5	4,553	799,052
Total		12	327.5		\$2,413,043
Russia—September 1997					
C-137C	Passengers	2	44.6	\$10,300	\$459,380
C-9	Passengers	1	23.3	2,179	50,771
C-5	Cargo	2	33.6	10,729	360,494
C-141	Cargo	5	96.0	4,553	437,088
Total		10	197.5		\$1,307,733
Japan—December 1997					
C-137C	Passengers	1	28.5	\$9,935	\$283,148
C-141	Cargo	4	115.2	5,349	616,205
Total		5	143.7		\$899,352

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

In 1998, the Vice President took two foreign trips at an estimated cost of \$3.2 million to the following locations: the Middle East and Russia. Estimated costs for these trips are shown in table 31.

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Table 31: DOD Fixed-wing Aircraft Support Costs for Vice President's Foreign Trips in 1998

Trip location and aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
Middle East–April 1998					
C-137C	Passengers	1	30.2	\$9,935	\$300,037
C-141	Cargo	3	78.1	5,349	417,757
C-5	Cargo	5	92.2	12,605	1,162,181
Total		9	200.5		\$1,879,975
Russia–July 1998					
C-137C	Passengers	1	22.7	\$9,935	\$225,525
C-141	Cargo	3	61.5	5,349	328,964
C-5	Cargo	3	52.7	12,605	664,284
C-130	Cargo	2	29.1	3,972	115,585
Total		9	166.0		\$1,334,358

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

In 1999, the Vice President took two foreign trips at an estimated cost of \$2.3 million to the following locations: the United Kingdom and South Africa. Estimated costs for these two trips are shown in table 32.

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Table 32: DOD Fixed-wing Aircraft Support Costs for Vice President's Foreign Trips in 1999

Trip location and aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
United Kingdom-January 1999					
C-137	Passengers	1	16.7	\$10,780	\$180,026
C-141	Cargo	5	75.9	5,170	392,403
C-5	Cargo	2	25.8	13,497	348,223
Total		8	118.4		\$920,652
South Africa-February 1999					
C-137	Passengers	1	32.8	\$10,780	\$353,584
C-141	Cargo	3	105.8	5,170	546,986
C-17	Cargo	2	74.6	6,789	506,459
Total		6	213.2		\$1,407,029

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

DOD Fixed-wing Aircraft Support Costs for First Lady's Foreign Trips, 1997 Through March 31, 2000

The First Lady took 20 trips from January 1, 1997, through March 31, 2000: eight in 1997, five in 1998, and seven in 1999. According to White House Military Office officials, she took no foreign trips in 2000 through the end of March. In 1997, the First Lady traveled to Africa; Mexico; Austria and Portugal; the United Kingdom, Ireland, and India; two trips to Panama; Ireland and Russia; and Canada at a total estimated cost of \$4.3 million. Estimated costs for these eight trips are shown in table 33.

Table 33: DOD Fixed-wing Aircraft Support Costs for the First Lady's Foreign Trips in 1997

Trip location and aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
Africa—March 1997					
C-137C	Passengers	1	43.5	\$10,300	\$448,050
C-141	Cargo	9	95.9	4,553	436,633
Total		10	139.4		\$884,683
Mexico—May 1997					
C-137C	Passengers	1	8.7	\$10,300	\$89,610
C-137B	Passengers	1	8.1	10,300	83,430
C-130	Cargo	1	11.2	3,381	37,867
Total		3	28.0		\$210,907
Austria and Portugal—July 1997					
C-137C	Passengers	1	21.6	\$10,300	\$222,480
C-141	Cargo	4	70.8	4,553	322,352
Total		5	92.4		\$545,832
United Kingdom, Ireland, and India—September 1997					
C-137C	Passengers	1	14.8	\$10,300	\$152,440
C-141	Cargo	3	92.2	4,553	419,787
Total		4	107.0		\$572,227
Panama—September 1997					
C-9	Passengers	1	12.0	\$2,179	\$26,148
Panama—October 1997					
C-137C	Passengers	1	9.2	\$9,935	\$91,402
C-141	Cargo	1	20.8	5,349	111,259
Total		2	30.0		\$202,661

Appendix VII
DOD Fixed-wing Aircraft Support Costs for
First Lady's Foreign Trips, 1997 Through
March 31, 2000

(Continued From Previous Page)

Trip location and aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
Ireland and Russia–November 1997					
C-137C	Passengers	2	51.8	\$9,935	\$514,633
C-20B	Passengers	1	35.3	3,253	114,831
C-141	Cargo	7	186.5	5,349	997,589
Total		10	273.6		\$1,627,053
Canada–November 1997					
C-137C	Passengers	1	22.6	\$9,935	\$224,531

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The First Lady took five foreign trips in 1998 at an estimated cost of \$2.7 million to the following locations: Switzerland; France and Germany; South America; Bulgaria and Czechoslovakia; and Central America. Estimated costs for these five trips are shown in table 34.

Table 34: DOD Fixed-wing Aircraft Support Costs for the First Lady's Foreign Trips in 1998

Trip location and aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
Switzerland–January/February 1998					
C-137C	Passengers	1	17.0	\$9,935	\$168,895
C-141	Cargo	2	38.7	5,349	207,006
Total		3	55.7		\$375,901
France and Germany–May 1998					
C-137C	Passengers	1	18.2	\$9,935	\$180,817
C-141	Cargo	5	27.9	5,349	149,237
Total		6	46.1		\$330,054
South America–September 1998					
C-20B	Passengers	1	23.8	\$3,253	\$77,421
C-141	Cargo	2	58.9	5,349	315,056
Total		3	82.7		\$392,477
Bulgaria and Czechoslovakia–October 1998					
C-137C	Passengers	1	22.0	\$10,780	\$237,160
C-141	Cargo	4	61.2	5,170	316,404
Total		5	83.2		\$553,564

Appendix VII
DOD Fixed-wing Aircraft Support Costs for
First Lady's Foreign Trips, 1997 Through
March 31, 2000

(Continued From Previous Page)

Trip location and aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
Central America–November 1998					
C-32A	Passenger	2	21.0	\$9,068	\$190,428
C-141	Cargo	8	83.6	5,170	432,212
C-130	Cargo	9	102.8	3,839	394,649
Total		19	207.4		\$1,017,289

Source: 89th Airlift Wing, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

In 1999, the First Lady took seven foreign trips at an estimated cost of \$5.1 million to the following locations: Jordan for King Hussein's funeral; Africa, Ireland, and the United Kingdom; Europe twice; the Middle East; and Greece and Turkey. Estimated costs for these trips are shown in table 35.

Table 35: DOD Fixed-wing Aircraft Support Costs for the First Lady's Foreign Trips in 1999

Trip location and aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
Jordan–February 1999^a					
C-137	Passengers	1	25.4	\$10,780	\$273,812
C-141	Cargo	2	23.2	5,170	119,944
Total		3	48.6		\$393,756
Africa–March 1999					
C-137	Passengers	1	33.0	\$10,780	\$355,740
C-141	Cargo	21	383.5	5,170	1,982,695
Total		22	416.5		\$2,338,435
Ireland and United Kingdom–May 1999					
C-32A	Passengers	1	19.8	\$9,068	\$179,546
C-141	Cargo	6	52.0	5,170	268,840
Total		7	71.8		\$448,386
Europe–June 1999^a					
C-9C	Passengers	1	24.3	\$4,344	\$105,559

Appendix VII
DOD Fixed-wing Aircraft Support Costs for
First Lady's Foreign Trips, 1997 Through
March 31, 2000

(Continued From Previous Page)

Trip location and aircraft model	Primary mission	Missions flown	Flight hours	Hourly rate	Mission cost
Europe-October 1999					
C-137	Passengers	1	20.6	\$2,058	\$42,395
C-141	Cargo	9	102.4	5,074	519,578
C-130	Cargo	2	43.6	3,768	164,285
Total		12	166.6		\$726,258
Middle East-November 1999					
C-32A	Passengers	1	15.1	\$13,929	\$210,328
C-141	Cargo	2	49.3	5,074	250,148
C-5	Cargo	2	30.0	14,598	437,940
Total		5	94.4		\$898,416
Greece and Turkey-November 1999^a					
C-32A	Passengers	1	15.6	\$13,929	\$217,292

^aAccompanied the President on portions of this trip.

Source: White House Military Office, Transportation Command, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

DOD Fixed-wing Aircraft Support Costs for Other White House-Directed Foreign Trips, 1997 Through March 31, 2000

The Secretary of State was the most frequent other White House-directed foreign traveler for the entire period, making 42 of the 104 trips. She traveled to numerous locations, and often to multiple countries within a single trip. During one such trip in 1997, for example, she flew to Italy, Germany, France, Belgium, the United Kingdom, Russia, Korea, Japan, and China within a 10-day period. Other members of the President's cabinet took similar foreign trips, though less frequently than the Secretary of State.

Other travelers took 37 White House-directed trips in 1997 at a total estimated cost of \$8.8 million, as shown in table 36.

Table 36: DOD Fixed-wing Aircraft Support Costs of White House-Directed Foreign Trips of Other Travelers in 1997

Traveler	Number of trips	Total cost
Secretary of State	12	\$3,948,448
Secretary of Energy	4	815,753
Deputy Secretary of State	3	1,082,260
National Security Advisor	5	218,759
Secretary of Treasury	2	913,610
Secretary of Transportation	3	509,109
Secretary of Interior	1	31,136
Special envoys or delegations	7	1,326,025
Total	37	\$8,845,100

Source: 89th Airlift Wing, Office of Under Secretary of the Defense (Comptroller), and Air Force (Financial Management and Comptroller).

Other travelers took 35 White House-directed trips in 1998 at a total estimated cost of \$5.0 million, as shown in table 37.

Appendix VIII
DOD Fixed-wing Aircraft Support Costs for
Other White House-Directed Foreign Trips,
1997 Through March 31, 2000

Table 37: DOD Fixed-wing Aircraft Support Costs of White House-Directed Foreign Trips of Other Travelers in 1998

Traveler	Number of trips	Total cost
Secretary of State	15	\$2,825,566
Secretary of Energy	1	170,457
Deputy Secretary of State	1	286,128
National Security Advisor	2	150,147
Federal Bureau of Investigations Director	2	145,084
Deputy Treasury Secretary	1	179,566
Central Intelligence Agency Director	1	63,725
Special envoys and delegations	12	1,220,319
Total	35	\$5,040,992

Source: 89th Airlift Wing, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

Other travelers took 27 trips in 1999 at a total estimated cost of \$5.2 million, as shown in table 38.

Table 38: DOD Fixed-wing Aircraft Support Costs of White House-Directed Foreign Trips of Other Travelers in 1999

Traveler	Number of trips	Total cost
Secretary of State	10	\$2,838,209
Deputy Secretary of State	8	1,001,556
Attorney General	3	414,868
Secretary of Labor	1	198,589
Special envoys and delegations	5	708,437
Total	27	\$5,161,659

Source: White House Military Office, Office of the Under Secretary of Defense (Comptroller), and Air Force (Financial Management and Comptroller).

The Secretary of State took five trips in 2000 (through March 31) at a total estimated cost of \$1.9 million. According to White House Military Office officials, she was the only traveler who took a White House-directed foreign trip during this period.

Comments From the White House

WASHINGTON

July 24, 2000

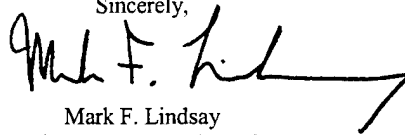
Mr. Norman J. Rabkin
Director, National Security
Preparedness Issues
General Accounting Office
Washington, DC 20548

Dear Mr. Rabkin:

I am in receipt of your draft report, "Presidential Travel: DOD Airlift Cost for White House Foreign Travel."

I appreciate the opportunity to provide comments on this draft report. The White House has provided technical comments which, for the most part, have been incorporated into the draft report. We have no further comments on the report.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark F. Lindsay", with a long horizontal flourish extending to the right.

Mark F. Lindsay
Assistant to the President for
Management and Administration

Comments From the Department of Defense



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

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1030 AIR FORCE PENTAGON
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18 JUL 2000

Director, National Security Preparedness Issues
National Security and International Affairs Div
Attn: Mr. Norman J. Rabkin
U.S. General Accounting Office
Washington, D.C. 20548

Dear Mr. Rabkin :

This is the Department of Defense (DoD) response to the General Accounting Office (GAO) draft report, " PRESIDENTIAL TRAVEL: DoD Airlift Cost for White House Foreign Travel " dated July 5, 2000 (GAO Code 702034/OSD Case 2047).

We have no objection to the publication of this report. Minor changes were submitted verbally to your point of contact, Mr. Solis, and it is our understanding that our inputs will be reflected in the updated final report. The data in the report was provided by the following sources: Office of the White House Counsel to the President, United States Transportation Command (Headquarters Air Mobility Command Tanker Airlift Control Center and the 89 Airlift Wing) and the Office of the Under Secretary of Defense (Comptroller).

Our principal point of contact remains Mr. John Ware, HQ USAF/ILTT, telephone 703-697-4743.

Sincerely

A handwritten signature in cursive script, reading "David E. Cook", is positioned above the typed name and title.

DAVID E. COOK, Colonel, USAF
Chief, Traffic Management Division
Directorate of Transportation
DCS/ Installations & Logistics

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